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Senate

NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2002

Mr. CARPER. Mr. President, I say from this side of the aisle that we welcome the decision not to challenge the bill so that we can go forward. The points the Senator made are well taken. Our Nation's trade deficit this year will exceed \$300 billion. We consume oil from other places around the world. As sure as we are meeting here today, some of those billions of dollars we are paying for oil from other sources—including from places where people do not like us very much—are surely going to fuel the kind of terrorism which happened 3 weeks ago this morning for a whole host of reasons.

I pledge to work with my friend from Oklahoma and others on the Energy Committee to get this legislation moving and out of committee. There is a lot on which we can agree. ANWR may be one. On some points we disagree. A lot we can agree on. We need to do that and move.

I really want to say this morning a word or two with respect to the Defense authorization bill as it pertains to our strategic defense capability.

The tragedy of 3 weeks ago this morning left many dead. There are a number of uncertainties that grow out of those attacks: Who planned them? Who executed them? Who funded them? Who supported them? Who harbors the terrorists today? How will we respond?

Amid those uncertainties, there are a number of things we know for sure. They include the fact that this war is going to be

unlike any war we have fought in my lifetime and before--unlike World War II, in which many of our fathers served, unlike Korea, unlike Vietnam, where my generation served, and unlike the Persian Gulf War barely a decade ago.

This we know: Our success in this war against terrorism will depend on many factors:

The readiness of our forces we are deploying;

Our ability in gathering the support of the other civilized nations of the world to join us in this war;

The quality of the intelligence, the reliability of the intelligence that we gather and that we receive from others with whom we work;

Our ability to understand our intelligence and to act effectively in a timely manner in response to that intelligence;

Our ability to deploy covert operations and do so successfully.

And our success in the world also depends in no small part on our ability to move quickly at a moment's notice large numbers of men and women and materiel from the United States to other parts of the world.

There are many military bases around the world, out of which I used to operate as a naval flight officer, that are closed today. While we work with nations that are sympathetic to our cause against terrorists in order to try to secure air space and to try to

secure airfields to use, the fact of the matter is we simply don't have the bases to deploy troops that we used to at airfields and ports. We depend more than ever on an air bridge that is going to be comprised of C-17s and on an air bridge that will be comprised of C-5s.

When I was a member of the active-duty forces, even though I was in the Navy, I flew a fair amount on C-141s, a transport aircraft that the Air Force uses. They are the workhorse for the Air Force. C-5s were introduced, and we had a combination of the C-141 and the C-5 to provide an air bridge in earlier wars.

The C-141 is old today. It is being retired. Its place is being taken by the C-17, a terrific aircraft. The C-17 carries about half the load of a C-5. While it has pretty good legs and can travel a pretty long distance, it doesn't have the legs or the ability to travel far distances that the C-5 enjoys. The C-5 has been with us more than two decades--C-5As and now C-5Bs. The aircraft is about half the age of the B-52.

I was struck when we started to ratchet up to see B-52s being called on again to serve our Nation. It has been around 50 years and is still ready to work for us. The C-5, having half the years and age of the B-52, is certainly able to work a bit longer alongside the C-17.

Someone gave me a sheet of paper today with a picture of the C-5. This picture shows some idea of the life remaining in the C-5 with respect to its ability to play a major role in our strategic airlift capability. The fuselage is good for another 30-plus years; stabilizers, another 40-plus years; wing service, over 50 years; the fuselage, another 50-plus years; forward fuselage, there is plenty of durability left in the C-5 aircraft.

There are two things the C-5 needs in

order for us to be able to maximize its effectiveness in this war and in any other war that may come our way over the next 40 years. One is an avionics package. When you sit in the cockpit of the C-5 and look at the instrumentation, you think you are looking at a plane that is 25 years old; and you are. The aircraft needs a new avionics package. The bill before us today provides a very substantial step to enable us to put that avionics package in place in the C-5 to enhance its capability.

Another major component of this bill deals with the engines that are mounted on the wings of the C-5. Most of the new airliners that are flying in our skies and around the world today have engines that can generally fly for 10,000 hours before they need to be changed. The engines on the C-5s, which I said earlier are over 20 years old, those engines need to be changed about every 2,500 hours. We need to reengine, if you will, the C-5s. If we do that, with modern engine technology, we will be able to get 10,000 hours between engine changes, as they do in the commercial fleets.

The combination of those two steps--to introduce into and incorporate into our C-5 aircraft, the C-5As and C-5Bs, a modern avionics package, and to also reengine the aircraft in years going forth--will enable us to fully benefit from the 30 or 40 years that are still left in those planes. There are a lot of air miles to be traveled, a lot of troops to be carried, a lot of tanks and helicopters and trucks to be moved. The C-5 and the C-17 can do it.

With the adoption of this legislation, our air bridge from this country to other troubled points around the world will be reinforced and made stronger for this generation and for generations to come.